State	*Production of cloth (Thousand So. Mtrs.*
13. U.P.	106288
14. West Bengal	82337
15. Delhi	17135
16. Pondicherry	44000
Total	2541119

(b) The Disbursal of assistance to Textile Units during 1991-92 (April-December latest available) is as follows:

State	*Amount Disbursed (Rs. crores)*
1. Andhra Pradesh	12.93
2. Gujarat	11.12
3. Haryana	7.43
4. Karnataka	1.87
5. Kerala	4.59
6. Maharashtra	8.00
7. Punjab	3.27
8. Rajasthan	3.60
9. Tamilnadu	33.07
10. U.P.	3.00
11. West Bengal	3.73
Grand Total	92.61

[*Translation*]

Tax Evasion by Transportation of Goods Through Railways.

4922. SHRI MRUUTYUNJUAYA NAYAK: Will the Minister of Finance be pleased to state:

(a) whether the Committee constituted to study the problem of tax evasion by transportation of goods through the railways and to suggest remedial measures has sub-

mitted its report to the Government;

(b) if so, the main recommendations of the Committee; and

(c) the reaction of the Government to each of these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR): (a) No, Sir.

(b) and (c). Do not arise.

Investment by IDBI in States

4923 MOHAMMAD ALI ASHRAF FATMI: Will the Minister of FINANCE be pleased to state:

(a) whether the Industrial Development Bank of India is making less investment in Bihar in comparison to the other States;

(b) if so, the details thereof and the reasons therefor; and

(c) the amount proposed to be invested by IDBI in the forthcoming year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI DALBIR SINGH): (a) and (b). Upto the end of March, 1991, the cumulative assistance sanctioned by IDBI to projects in Bihar aggregated to Rs.1088.70 crores. Of the 25 States that have received assistance from IDBI, Bihar's ranking is 14th in terms of quantum of assistance received. There are thus 11 other States where IDBI's cumulative assistance sanctioned upto the end March, 1991 is less than that of Bihar.

IDBI has reported that although it has been encouraging a larger flow of assistance to the industrially less developed regions of the country, the flow of assistance is essentially determined by locational decisions of entrepreneur which, in turn, depend on factors such as easy availability of raw material & skilled labour, closeness to markets and adequacy of basic infrastructural facilities. While IDBI has taken a number of steps to promote higher levels of ebtreneeurial activity in industrially less developed regions including Bihar, the flow of institutional assistance to the backward areas finally depends upon the number of viable proposal coming from these areas. IDBI has reported that no viable proposals coming from industrially backward areas has been denied assistance.

(c) IDBI does not fix state-wise targets of investment. The investment decisions depend on the number of viable project proposals coming from various regions.

[*English*]

Ships for A & N Islands

4924. SHRI MANORANJAN BHAKTA: Will the Minister of SARFACE TRANSPORT be pleased to state:

(a) whether the Andaman and Nicobar Islands Administration had placed orders for building of ships in various shipyards of the country and abroad during the last three years; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). No orders have been placed by Andaman & Nicobar Administration during the last three years for construction of ships on Shipyards in India and abroad. However, during 1987 and 1988, the Andaman & Nicobar Administration had placed orders for three vessels for operation on mainland-Andaman servies and twenty five vessel for inter island, foreshore and harbour ferry services. Out of the